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Our buyer, who left here in December, purchased for us the latest novelties in Vehicles, Harness, Robes, Whips and Lamps to be found in the United States.

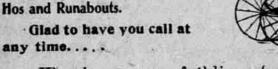


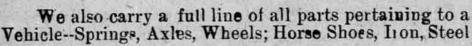
They have just arrived and the exhibit is one worthy of your attention. They comprise the best to be found in a market that is noted for its superior style, design and workmanship.

The Runabouts, Surreys and Buggies are superbly finished and are supplied with the latest inventions; rubbber tires, ball bearing axles and quick shifting shaft couplers.

We keep in stock a full line of Surreys, Cabriolets, Carts, Speed

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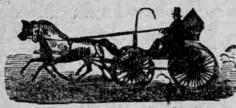




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HONOLULU, H. T.





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A natural rock that will absorb four times its weight of water, making a soft, yellow paste. It is cold and moist to the sole and frog of the foot, replaces the natural moisture and penetrates into the foot, making it soft,

# Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs improv-One pound lasts a horse sixteen days if fed according to directions.

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a pure old fashioned Kentucky Sour Mash Aged in Wood. Distilled from selected grain

> H. Hackfeld & Co., Ltd. Gen'l Agents, Honolulu

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ON SALE Hawaiian Tobacco Co.'s Stores,



TILL the stormy weather continues | Governor of a board of three Pilot and steamers arriving from the other Islands tell tales of experiences with the elements which are not often heard in these parts."

Many persons booked for passage on the Mauna Loa had expected that she would sail at 8 o'clock yesterday morning for Lahaina, Maalaea, Kona and Kau ports, but they were doomed to that all of the commercial interests of disappointment. Four or five times has the departure of the Mauna Loa now been postponed; now she is on the

boards to get away today at 8 a. m. Reports of rough weather on the windward Islands brought by the steamer Ke Au Hou and the uncertainty as to when the storm is likely to cease has resulted in the tying up of the Mauna Loa in this port, much to the inconvenience of her prospective passengers. There were a great many people on the Inter-Island wharf at the time that the steamer was supposed to leave for Hawaii and they anxiously awaited the decision of President Ena of the Inter-Island Company, Captain Simerson of the Mauna Loa and Captain Haglund, who were consulting as to the advisability of allowing the boat to sail. There was much disappointment when it was announced that the Mauna Loa would not sail until today. Captain Simerson, however, believed that it would be wiser to wait; no good could be accomplished by taking the vessel out in the storm and a great very certain that it would be impossible to approach Lahaina and he would have left Maui out altogether and tak-

en the Mauna Loa direct to Kona. According to the latest reports the steamer Kinau of Wilder's line was in Hilo. She was to have sailed from that port yesterday and is expected to arrive here some time today." It is said that the Kinau left out the Island of Maui on the upward run and that she transferred passengers for Maui to the Claudine. The route of the latter steamer is on the side of the Island which is generally the smoother during stormy weather from the south.

The steamers Kinau, Claudine and Lehua are all expected to arrive to-

## Mariposa for the Coast.

steamship Mariposa, Captain Rennie, sails for San Francisco from the Oceanic wharf. There are a great many fitted with Belleville boilers and the people going to the Coast and Berger's three ships are calculated to make a band will be on hand to give them a send-off. The bookings for the Mariposa up to a late hour last night were as follows: Miss Harriet Lewers, Mr. and Mrs. Robt. Lewers, Mrs. J. H. age for appointment is 28 and his ret-Craig and two children, J. H. Payne, ative work is that of Lieutenant with W. E. Ransome, Miss M. E. Killean, no less than eight years' service, and Mrs. Augustine, Mrs. Fulcher and he does not reach the rank of comdaughter, A. Jacobs, H. Kimball and mander until after twenty years, or wife, E. B. Beard, Mrs. W. A. Hardy, J. E. Miller, A. M. Harrison and wife, C. F. Herrick, wife and son, C. F. Solomon, E. A. von Arnim, James Doyle and wife, J. F. Pearce and wife, R. S. Rawlings, Miss Meade, Miss Schwarz, Mrs. Crosby, Miss Chausslor, Miss Briggs, Mr. Palumbo, Dr. C. Shoreman, wife and child, Miss Ana Lenaghan, Miss Hannah Johnson, H. V. Reeves, R. A. Perry and wife, Edward Brown and wife, L. R. Crawford, Mr. Sweeney, W. G. Eldred, Messrs. Tyrell and Bowen, B. W. Ripley and wife, Theodore Holzhausen and wife, Miss Captain Matthias, Miss P. T. Hossack, E. Kenneally, F. R. Webber and wife.

# Deals With the Pilots.

SACRAMENTO, Jan. 25 .- In the Senate today Senator Maggard of Te-hama introduced a bill proposing that the San Francisco Board of Pilot Commissioners be abolished, and proposing a series of radical changes in the pay and charges of pilots. It provides that the control of the pilots shall be placed in the hands of the State Board of Harbor Commissioners, which is authorized to appoint a

single Pilot Commissioner. The bill begins by amending section 368 of the Political Code in such manner as to take the appointment of Pilot Commissioners for the harbors of San Francisco, Mare Island, Vallejo Benicia out of the hands of the Governor. It is then provided that the State Board of Harbor Commissioners shall appoint one. Pilot Commissioner for the four ports named, and one secretary. The Commissioner must be a shipmaster or nautical man, and shall hold office during the pleasure of the Harbor Commissioners. The Commissioner is directed to examine and license not less than ten nor more than twenty pilots for the port of San Francisco, and not more than two pllots for the ports of Mare Island, Val-lejo and Benicia. He is also directed to issue licenses as special pilots to the masters and mates of American

The section reducing and fixing sal-

aries reads as follows: "Every general pilot of the harbors of San Francisco, Mare Island, Vallejo and Benicia must render an account each day, and all vessels to which or for which he has rendered services and the pilotage therefor must be charged up and collected by the said Commissioner, who shall deposit the same with the State Treasurer. The Commissioner shall draw by warrant upon the State Treasurer for the necessary expenses of the pilots' boats and office expenses, not to exceed \$200 per month salary for each general pilot licensed and actually rendering services that produces an income equal to such salary; \$200 per month salary for the Commissioner, \$100 per month salary for the secretary, \$40 per month for rent and sundries, and \$400 per month for the use, maintenance and repair of each pilot boat in actual service, not to exceed four. Any surplus remaining shall go to the State

public school fund."
The bill provides that all vessels of under 500 tons shall pay \$3 per foot draught and 2 cents per ton on her vessels are spoken inside the bar the rates are cut 50 per cent. Any vessel, the master or mate of which holds a special pilot's license or the control of the pett, U. S. N., who was badly wounded in the Peking siege, will come to Mare Island on the Solace, which is due here about February 1. net registered measurement. Where special pilot's license, or that is in tow of a steam vessel, the master of which S. N., executive officer of the Indeholds a special license, and all vessels pendence, leaves this evening for the engaged in whaling and fishing are exempt. No provision is made for vessels of over 500 tons, but that is understood to be an oversight that will be rectified by amendment. The bill imposes the usual conditions as to the qualifications of pilots and their removal for misconduct. The bill also authorizes the appointment by the Guayra for Curacao to take on coal.

Commissioners for Humboldt Bay and

Eddie Conroy, secretary of the San Francisco Pilot Commissioners, who is here, denounces the bill as a "cinch" measure. He points out the losses sustained by the pilots through the annexation of Hawaii and the sinking of the pilot schooner Bonita, and declares San Francisco are perfectly satisfied with the present charges.

### The World's Navies.

Thirty-seven British naval vessels have received or about to be fitted with wireless telegraph apparatus, the principal system used being the Mar-

Two vessels are to be laid down in Japanese drydocks - a second-class cruiser at Kure and a third-class een ordered from England.

Five vessels have been struck off the expective list of the Italian navy, namely: Torpedo-gunboat Folgore, ironclad, built in 1872, and the Conte de suit. Cavour, an iron ship transport about thirty years old.

An illustration of the loss of speed of a yessel due to foul bottom is shown in the trials of the British cruisers Pioneer and Pandora. The trials in both cases extended over thirty hours, the Pioneer with foul bottom making an average speed of 16.3 knots under 3665 horsepower, while the Pandora deal of harm might result. He was with clean bottom realized 16.7 knots on 3638 horsepower.

The London Times of December 27 last stated that the Russian armored cruiser Gromoboy was at Devenport dockyard and was "taking in over 10,-000 tons of coal." The Gromoboy is of 12,336 tons displacement, with a normal coal capacity of 2500 tons, and the extra supply must not alone make the living quarters somewhat contracted, but also bring the ship down away above the Plimsoll mark.

The triple screw engines of the French armored cruisers Desaix, Du-plix and Kleber have cylinders of 34, • 48 and 77 inches dameter, with 31½inch stroke, and are calculated to develop 17,000 horsepower with 256 pounds | of steam and 150 revolutions. The Kleber has twenty Niclause boilers . with a total grate surface of 1100 o square feet and 35,500 square feet of heating surface. The weight of engines is 663 tons and of the boilers, in-At 10 o'clock this morning the Ocean-cluding water, 612 tons, making a total machinery weight of 174 pounds per horsepower. The other vessels are

> speed of 21 knots. Surgeons in the British navy make well-grounded complaints over the slowness of promotion to higher relative grades in the corps. The limit of same period the Lieutenant with which he ranked on first joining the navy has become a post captain, close to promotion of Rear Admiral. The surgeons in the United States navy have also cause for complaint in that beginning at the age limit of 30, the rank is only that of an ensign, and there are several instances where the rank of commander is reached only after nearly thirty years' service, and that of captain in thirty-six years.

Fifteen new torpedo-boat destroyers were added to the British navy last year, their official trials giving the following results:

NAME.	Tons.	н. Р.	Knots Speed.
Brazen	318	6539	29.565
Electra		6751	29.583
Recruit	342	6581	29.319
Thorn	342	6540	30.174
Tiger		6840	29.921
Vigilant		6507	30.147
Albatross		7732	31.552
Stag		5561	30.345
Bullfinch		6022	20.460
Dove		C012	29.363
Falcon		6318	30.099
Ostrich	and the second	6311	30.113
Petrel	340	6444	30.097
Lee		6558	30.110
Zephyr		3885	27.171

The Albatross was calculated to make 32 knots, and the others, excepting the Zephyr, 30 knots. The value of the Italian fleet is officially computed at \$100,000,000.

## Morton to be Launched.

OAKLAND, Jan. 24.-Within a few days there will be launched from the United Engineering Works, just across the estuary at the Harrison-street bridge, a boat that may revolutionize the manner of propelling sea-going craft. It is the little steel boat, the John S. Morton, named after its inventor and which is to be propeded by hydraulic force instead of steam. The advent of the Morton is awaited with a great deal of interest by marine engineers and owners of shipping gen-erally. If a trial on the bay proves the principle to be correct, the War Department will at once make a thorough test with a view of applying the same to the high-speed boats of

Battleship Iowa in Need of Cleaning. from Captain Cooper, commanding the battleship Iowa, the flagship of the Pacific squadron, notes a great reduction in the speed of the vessel, owing to a foul bottom. The Iowa went into drydock last May, nearly eight months ago, and on her recent cruise down the Pacific Coast showed a falling off of nearly 15 per cent in her regulation speed. Captain Cooper urges that the vessel should be docked for a thorough cleaning and painting at the earliest possible moment, and as the Iowa has just arrived from her southern cruise it is probable that his request will be complied with immediately. The ex-perience with the Iowa is regarded as an argument for sheathed battleships.

## Movements of Naval Officers.

VALLEJO. Jan. 24.—Surgeon Lip-pett. U. S. N., who was badly wounded

Lieutenant Commander Holmes, U. Asiatic station, where he has been ordered for duty.

Scorpion Bails fer Curacao.

The commander makes no reference to the existence of any trouble at La Guayra. Hence it is inferred that the conditions in Venezuela are quieter. Shipping Notes.

While the steamer Helene was loading sugar in the rough weather at Paauhau last week a boat loaded with fifty bags was swamped. Captain Lane said that the weather was the roughest of his experience. The sugar brought here by the Helene goes to San Francisco on the Mariposa today. The United States Army tarnsport Lawton sailed for Manila, via Guam,

yesterday morning. Further advices concerning the reported sale of the steamship Warrimoo are expected upon the arrival of that

vessel from the Colonies today. The little island schooner Kaukeauoll, partially dismantled at Honoipu several weeks ago, arrived here yester-

day afternoon. The steamer Mikahala is soon to be put on the ways for examination by the inspectors of hulls and boilers. Yesterday morning the bark Albert, Captain Griffith, sailed for San Francisco with a full load of sugar. The tug Fearless towed her out.

The Gerard C. Tobey has shifted into the stream to await a sugar cargo. On January 25 the Solace sailed from Manila for San Francisco, via Guam and Honolulu. She will be due VALLEY, formerly Montane's Tract. here very shortly,

OF INTEREST TO HORSEMEN. The Manufacturing Harness Co. calls attention to their new advertisement cruiser at Yokosuka. The material has in this issue-of importance to horse-

This old established company has been appointed sole agent for Wilbur's Horse Remedies and are now prepared \$250 a lot. built in 1886; Maria delaida and Vittoria Emanuel, training ships, built of to furnish White Rock Hoof Packing wood in 1859 and 1856; the Palestro, and Wilbur's Seed Meal in quantities to

These remedies come highly recommended, being unqualifiedly endorsed by the leading horsemen on the Main- opposite Makee Island, \$600 a let.

The recent introduction of a combination of gum and tobacco, put up in the form of chewing gum and labeled "gumbacco," has caused indignation in Chicago, where it is claimed school TRACT, 100x200, \$1,200 a lot. children have acquired the tobacco habit from the use of it.

Storms are reported raging in England and Germany.

HONOLULU, Jan. 2, 1901.

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Agents, Arabic Refrigerating Paint. Gentlemen: We take great pleasure in stating that the Iron

Roof you painted for us with your . "ARABIC" Refrigerating Paint is ogiving the very best of satisfactemperature fully 15 degrees. We consider it a good article for cooling iron roofs. You can make any . use of this you like, and are at operfect liberty to refer anyhody to

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BLOCK CO. pulley blocks.

Large airy rooms,

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New Management.

Strictly First Class. . .

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H. J. NOLTE, Proprietor. Fort Street, Opposite Wilder & Co. FIRST-CLASS LUNCHES SERVED. With Tea, Coffee, Soda Water, Ginger Ale or Milk. Open from 7 a. m. to 18 p. m. Smokers' Requisites a Specialty.

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LOTS IN KING STREET TRACT from \$1,350 to \$1,500 a lot, formerly known as G. N. Wilcox's premises.

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FOUR HUNDRED LOTS IN KAIULANI TRACT, from \$200 to

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New Books—New Books

GOLDEN RULE BAZAAR. "Chloris of the Island," by H. B. M.

'The Infidel," by M. E. Bradden 'Falaise, the Town of the Conqueror,"
by Anna Bowman Dodd.
"The Little Bible," for young people,

by Mackail. "The Expatriates," by Lilian Bell.
"The Conspirators," by Robert W. Chambers.

"Afield and Afioat," by F. R. Stockton.

"The Pageantry of Life," by Whibiey.

"The Stickit Minister's Wooing," by S.

R. Crockett.
"The Bennett Twins," by Hurd.
"The Weird Orient," by Illowizi.
"How to Tell a Story," Mark Twain.
"Stringtown On the Pike," by John Uri

'Concerning Children," by Charlotte Perkins Gilman. "The Gentle Art of Cooking Wives," by Worthington. 'How to Cook Husbands," by Worth-

"The Wild Animal Play," by Ernest Seton Thompson. "The Problem of Asla," by Capt. A. T. Mahan, U. S. N. 'The Cardinal's Snuffbox," by Henry Harland.

Sutphen. "The Crisis in China." by Beresford, Colquboun and others.
"The Waters of Edera," by Ouida, And many other new books received per Zealandia.

"The Cardinal's Rose," by Van Tassel

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